THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH SHARMA) : (a) to (e) Necessary safety equipments for the staff of ONGC engaged in oil exploration work including safety boots are procured from various sources including Public Sector Undertakings through tenders floated from time to time.

Recommendations of Kaul Committee

1905. PROF. SAURIN BHATTA-CHARYA : Will the Minister of PETRO-LEUM AND NATURAL GAS be pleased to state :

(a) whether attempts are being made to corrvert the Oft and 'Natural Gas Commission into a limited company or companies on the basis of purported recommendations of the P. K. Kaul Committee;

(b) whe'her on earlier occasions similar committees or committees had not recom-mended similar action as is now proposed to be taken;

(c) whether Government also propose to refer to any other expert committee to be headed by oil exploration technocrats fo^ advising on this issue before taking final decision in this matter; and

(d) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH SHARMA) : (a) Government have accepted the recommendations of the P. K. Kaul Committee to convert ONGC in o a Public Limited Company under the Companies Act.

(b) No, Sir.

(c) No, Sir.

(d) Does not arise.

Facilities of Drinking Water at various Railway Stations

1906 SHRI KRISHAN LAL SHARMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that passengers suffer a lot during summer due to lack of drinking water facilities at various railway stations; and

(b) if so, what steps are being taken to iniprove this facility for the coming summer season ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C LpNKA) : (a) and (b) Railways have made drinking water arrangements at all stations. In the summer season at certain stations difficulty may arise some times due to overall reduced availability of water, power cuts and break downs. In order to overcome these problems railways take necessary measures which include review of the water supply arrangements before the onset of summer season and to $_{m}$ake the system ready for likely eventualities, transportation of water by rail/road and provision of water trollies and gharas or wheel barrows. Wherever considered necessary, hot weather watermen, in addition to the regular watermen, are also pi-essed into service during summer.

बड़ी रेल लाइनें बिछाने के लिए गैर-सरकारी क्षेत्र को आमंत्रित किया जाना

1907. श्री विश्वासराव रामराव पाटिल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार बड़ी रेल लाइनें बिछाने से संबंधित काम के लिए गैर-सरकारी क्षेत्र को सहभागी बनाने का विचार रखती है; और

(ख) यदि हां, तो इसका ब्यौरा क्या है ?

रेल मंत्रालय में राज्य मंत्री (श्री के० सी० लेंका (क) : जी नहीं।

(ख) प्रश्न नहीं उठता।

Commission charges and interests *to* Asian Development Bank

1908. SHRI H. HANUMANTHAPPA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government's attention has been drawn to a report appeared in

Hindustan Times dated 2nd January, 1993 that the Railways have incurred a liability of over $ 9 million on account of commission charges and interest payable to the Asian Development Bank which is to finance the purchase of 30 three phased locomotives of 6,000 HP to be supplied by the Asea Brown Boweri of Switzerland;

(b) if so, the steps taken by Govern-ment to cancel the contract itself instead of incurring the liability because of the delay in placing the order for locomotives with the firm;

(c) if not, the reasons therefor; and

(d) if the R.C.C. is not opposed to the placing of the Ministry's order with ABB for AC locomotives, what is the hitch in either going ahead with the contract or cancelling the contract once for all to avoid the liability on account of paying the commission and interest charges to the company due to delay in placing the orders ?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) : (a) Yes, Sir. However, the amount of commitment charges and interest incurred upto 15th December, 1992 for the Loan of US $ 190 million provided by the Asian Development Bank is US $ 7.474 million as against US $ 9 million mentioned in the said press report as commission charges and interest.

(b) to (d) Advance letter of acceptance was issued to M/s. ABB, Switzerland on 18-3-1992 for the purchase of locomotives. Final action in the matter was, however, pended at the instance of the Railway Con vention Committee. The Report and re commendations of the Committee are under the consideration of the Government.

दादर आगरा एक्सप्रैस का चलाया जाना

1909. **डा० बापू कालदाते :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गाड़ी नं० 2161/2162 दादर आगरा सुपरफास्ट दादर और आगरा के बीच चलाई जा रही है ;.

(ख) यदि हां, तो क्या सरकार महाराष्ट्र और मध्य प्रदेश के यात्रियों की सुविधा को ध्यान में रखते हुए इस रेलगाड़ी को दिल्ली तक चलाने का विचार रखती है;

(ग) यदि हां, तो उसका ब्यौरा क्या है; और

(घ) यदि नहीं, तो उसके क्या कारण है ?

रेल मंत्रालय में राज्य मंत्री (श्री के० सी० लेंका) : (क) जी, नहीं

(ख) जी नहीं।

(ग) प्रश्न नहीं उठता :

(घ) आगरा के रास्ते दिल्ली और बम्बई वी० टी० के बीच यातायात के मौजूदा स्तर के लिये मौजूदा सेवायें पर्याप्त हैं।

यात्री गाड़ी का अहमद नगर तक चलाया जाना

1910. **डा० बापू कालदाते :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क सरकार मुम्बई और पुणे के बीच चलने वाली 1325/1326 यात्री गाड़ी को अहमद नगर तक चलाने का विचार रखती है;

(ख) यदि हां, तो उसका ब्यौरा क्या है; और

(ग) यदि नहीं, तो उसका क्या कारण है;

रेल मंत्रालय में राज्य मंत्री (श्री के० सी० लेंका) : (क) जी, नहीं, ।

(ख) प्रश्न नहीं उठता।

(ग) परिचालनिक कठिनाइयों और संसाधनों की तंगी के कारण ।